COMMERCIAL.

THURSDAY, DEC. 11, 1856.

The weather for the past week or two has been very unsettled, preventing the departure of vessels which have been ready for sea several days. We would urge masters of ships not to be too anxious to go to sea when the south wind is blowing, and a heavy swell is on the bar. A delay of a few days, although it may be annoying, will allow of a departure with no risk.

Since our last issue, we have had three merchant arrivals and three departures, all of them with full cargoes in or out. The Messenger Bird, 141 days from Boston, brings an unusually varied assortment of merchandise. The Kate Darling, from Society Islands, brings a cargo of oranges, and the brig Recveery, from Vancouver's Island, has a cargo of lumber, salmon and cranberries. The Pampero sailed on Saturday with a very valuable cargo, consisting of 304,976 gallons oil, 176,606 lbs. bone, and 14,156 skins, worth in New York \$333,602.

Trade has been brisk during the past week, and money appears to be more abundant. The government has been enabled to pay off a large amount of arrearages due to employees, as its collections from taxes and customs have been considerably in advance of its current expenses.

The sales of effects of the whaleship Nauticon have thus far realized about \$4,000. The hull was sold at auction for \$795bought by Capt. Spencer. The weather for the past few days has not been favorable to getting it off the reef, though there is still a prospect of its being accomplished. The oil saved from the Nauticon is being shipped on board the whaleship Illinois

The whaling bark United States, of Stonington, has been condemned at this port, and was sold at auction on the 10th with lower and topmasts standing for \$1,600, Williams & Co. purchasers. Her sails, boats and casks were sold separately.

LATEST DATES, received at this Office.

San Francisco	-	Nov.	17	Paris -	=	-	0
Panama, N. G.	-	Oct.	30	Hongkong			At
New York, -	200	44.	20	Sydney, N.	S.	W.	Ju
London	-	44	4	Tahiti -	-	*	

Ships Mails.

For San Francisco, per sh Post, on Monday or Tuesday next. For Lahaina, per Kamoi, to-day, or first fair wind. For HILO, per Manuokawai, soon. For KAWAIHAE per Mary, to-day, or first fair wind.

For Tahiri, per Escape, about Dec. 20.

PORT OF HONOLULU, H. I.

ARRIVALS.

For AUCKLAND N. Z., per ship Warren, to-day or to-morrow

(For full reports of Whalers arrived, see Shipping List on Dec. 4-Am. wh bk Harmony, Hempstead, from Och, 750 wh

10,000 bone. 4-Haw sch Maria, Molteno, from Lahaina. 6-Haw sch Rialto, from Kauai, with cargo of oranges. 6-Haw sch Mary, Berrill, from Kawaihae, Hawaii.

7-Haw sch Kamoi and East Maui, both from Lahaina. 7-Haw sch John Young, from leeward ports on Kauzi. 7-Huahine sch Kate Darling, Starr, 17 days from Huahine, with cargo oranges. 8-Am wh bk Harvest, Spencer, from Hilo, 700 wh, 8000

9-Am wh ship Champion, Gray, from Hilo, 1150 wh 18000 bone-sailed same day to cruise. 9-Am wh ship Illinois, Uznger, from Hilo, 300 wh, 4500

9-Am mer ship Messenger Bird, Homer, 141 days from Boston, mdse to B. W. Field. 10-Brit brig Recovery, Mitchell, 23 ds fm Vancouver's Is, mdse to Hudson's Bay Co.

DEPARTURES.

Dec. 4-Schs Kamoi, Chadwick, for Lahaina, and Kamehameha. Gulick, for Kohala, Hawaii.

4-Am wh sh Lydia, Leonard, cruise. 4-Fr wh sh Pallas, Couppy, Havre. 5-Haw sch Excel, Antonio, for Kauai. 5-Am wh ship Montreal, Gray, for New Bedford.

6-Am wh ship Philip 1st, Sisson, cruise homeward. 6-Am wh ship Arab, Grinnell, for New Bedford. 6-Am wh brig Agate, Homan, for coast California. 8-H. B. M. S. Havannah, Harvey, Bird Is. 8-Am ship Pampero, Coggins, for New York,

8-Am wh ship Sheffield, Green, for Tahiti. 9-Am wh ship Oscar, Cross, to cruise home. 9-Am wh ship Thos. Nye, Smith, New Bedford.

9-Am wh ship Janus, Winslow, cruise. The last three vessels are still in port, waiting a fair wind.

MEMORANDA.

Bark Messenger Bird, Homer, left Boston July 21, was off Cape Horn 21 days, had light winds from the Cape to the equater and strong East winds for the last few days. The bark Frances Palmer will probably have a very short run of 12 to 14 days over to San Francisco, as she has had strong

southerly winds, which she will find more favorable as she gets On board ship Pocahontas, Chas. Weeks, seaman, was injured July 4, by the bursting of the ship's gun. Is now under charge

of Dr. Guillou at the U.S. Hospital in this place. Brig Recovery, 23 days from Vancouver's Island, reports sch. Cynthia Anne as having sailed three days previously for Honolulu. Left no vessels in port.

Bark Harvest left Hilo Thursday Dec, 4 .- No vessels in port-Sch. Liholiho was a week overdue, but had not been heard from. She will probably not be back from Hilo before Saturday or Sun-

Ship Roman, Devol, from Lahaina, Dec. 9th. reports only

VESSELS IN PORT.-DEC. 10.

H. I. M.'s corvettte Embuscade, Gizolme. Am clipper sh John Gilpin, Ring, loading oil and bone for U.S. Br. bk Cynthia, for freight or charter. Am. sh Gladiator, Whitfield, loading oil.

Ships, E. F. Mason, Jernegan.

Ontario, Tooker.

Montauk, French.

Ship, Maria Theresa, Davis.

Splendid, Smith.

Illinois, Unzger.

Pocahontas, Butler.

Gen. Williams, Miller.

Robin Hood, McGinley.

Montpelier, Macomber.

Syren Queen, Phillips.

Black Eagle, Edwards

Am bk Merrimac, Rice, Am bg L. P. Foster, Moore, soon for San Francisco. Bremen sh Post, Wiegard, Chilean brig Escape, Gasso.

Ships Alice Mandell, Dennis. Ocean, Norton. Gustav, Gillis. Magnolia, Cox. John Wells, Besse. Adeline Gibbs, Pomeroy. Pacific, Snell. India, Long. Omega, Sanborn.

Hoogly, Cole.

Republic, Sayre.

Arnolda, Sarvent.

Scuth Boston, Randolph

Bark George. Prudent, Hamilton. Janus, Winslow. Thos Nye, Smith. Endeaver, Horsley. Delta, Dubay. Abram Barker, Barker. Delaware, Allen. Phenix, Williams. Brig Victoria, Corsen. Chas Phelps, Layton. Wm. Badger, Braley. Hawaii, Cook. Alice, Penny, Oscar, Cross. Barks, Vernon, Gardner. Phillip 1st, Sissen. Roman 2nd, Blackmer. United States, Holmes Black Warrior, Tibbett. Waverly, West. Eugene, Pendleton. Marengo, Skinner. Ships, Warren, Wilcox. California, Manchester. Chan. Price, Holcomb. Corinthian, Russell. Seine, Landre. t. George, Dias Omega, Sanborn. Rebecca Sims, Gavitt.

> Total-58 whalers. Consters in Port.

Sch John Dunlap, Candage.

" Kamoi, Chadwick. Mary, Berrill.

Rialto, King. Manuokawai, Beckly,

Vessels Expected from Foreign Ports.

Am ship Raduga-was to leave Boston about Oct. 30, with cargo mdze for Honolulu, to C. Brewer. Am clipper ship B. F. Hoxie was to sa Nov. 25, from San Francisco, for freight, American clipper bark Fanny Major, to sail fm S. Francisco. about Nov. 30, due here Dec. 16, with the U. S. Mails. Bremen brig Kauai was to sail frm Bremen latter part of Sept.

with cargo merchandise to Hoffsch'ager and Stapenhorst. PASSENGERS.

FOR SAN FRANCISCO-per Francis Palmer-D. C. Woods, Chas H. Rives, Maltby Payne, Capt. Williams, Josiah Purrington, John Bergin, D. Hart, William Cheeseman, John Beaunis, Chas Barnes, Chas. Dana, H. C. Niles, Mrs. Comstock and 2 children Geo. Lombard, Henry Seller, Benj. Macomber, James Swift, Dan'l Finley, Geo Freeborn, Jas. Ramos, Joseph King, Joseph Brown, James Keppel, Dennis Harty, Wm Ravenberg, Wm. Miller, Ruben Dunbar, John Hyde, Frances Nunes.

FROM BOSTON-per Bark Messenger Bird-Mrs. A. Potter Mrs. Capt. Homer and Child. FROM VAN COUVER'S ISLAND-Per Recovery-E. M. Grubb Peter Burke, Alex. Gerstar. FROM HUABINE-Per Kate Darling .- Mr. Smith, lady and

nildren, Mr. Niles and Chinaman. FOR NEW YORK-Per Pampero.-A. V. Rogers.
FOR TAMTI-Per Sheffield.-Mrs. Green, Mr. Dougherty.

IMPORTS.

Boston—per Messenger Bird—8 cases Books and Stationary, 30 kegs Brandy, 19 cases Bitters, 1 box Curlosities, 1 box Clothes 8 cases Chairs, 2 cases Clothing, 13 cases Campaoses, 6 trunks and 25 chests Clothing, 100 coils Cordage, 150 pkss do., 3 packs Cart, 50 cases Cherry Cordial, 39 pkgs Drugs and Paints, 20 cs Merchandise, 52 pkgs do, 3 bls do, 13 bxs Furniture, 3 cs Fancy Merchandise, 52 pags do, 5 his do, 15 bxs Parintale, 5 cs 14 bloods, 128 pkgs Hardware, 6 bxs do, 8 sks do, 74 bls do, 14 bl do, 11 Casting do, 56 cr do, 3 chests do, 4 pgs do, 1 cask Lager Beer, d20 cars, 6 bls Paints, 2 pkgs Ploughs, 24 pkgs Ships Pumps, 66 doz pots and pans, 10 kgs rum, 1 pkge stores, 15 bxr do, 300 spades, 20 cs schiedam schnapps, 1 cs tracts, 1 bx sad-

dles, 11 bxs shoes 4 cks wine, 10½ cks wine, 65 kegs whiskey, 30 cs whiskey, 4 hhds butter, 1½ bbl beeswax, 1 bx blacking, 4 bls bags, 1 cte crockery, 2 bxs chocolate, 10 bxs crackers, 10 bxs codfish, 4 cs clocks, 1 cse chains, 2 qqs male collars, 101 pkgs Groceries, 3 cs do, 10 bbis do, 1 kg do, 43 tierces hams, 2 cks do, 5 cs herrings, 81 bdls hoop iron, 1251 bbls heads and staves, 10 cs and 3 bbls linseed oil, 2 reels lead pipe, 20 kits mackerel, 100 cks cut nails, 6 csks zinc, 10 bxs olive oil, 2 bxs pain killer, 255 bxs preserves, 10 kgs pickles, 1 bx piano forts, 1 bx picture frames, 1 bx sewing machines, 6 iron safes, 14 bdls sheet iron, 75½ bbls sugar, 1 box shot, 1 box sad irons, 2½ bbls saltpetre, stores hollow ware, 159 cs boots and shoes, 10 nests tubs, 29 pkgs tobacco, 76 kgs white lead, 34 kgs zinc, 5 cs salt, 13 cs dry goods 7 pkgs do, 26 cs flour, 106 bbls do, 7 bls dry goods, 2 cs and 10 bls shoe leather, 240 bdls pickets, 1058 pcs pine boards, 200 bdls clap-boards, 330 bgs salt, 8 cks and 12 bbls navy bread, 2 cks and 6 bbls pilot do, 5 bbls wafer do, 6 ½ bbls mead, 90 doors, 12 bxs missionary goods, 15 pkgs do, 1 bl do, 7 cs do, 6 bbls almonds, 1 cs blacking, 1 bbl bristol bricks, 36 bbls beef, 20 bxs cayenne pepper, 10 cs and 6 bbls do, 1 bx chockers, 2 bxs cayenn olate, 1 bal corks, 6 bxs corn starch, 50 bxs cigars, 50 baskets champagne, 3 trunks, caps, 1 cs cologne, 1 pipe figs, 1 furnace, 6 cs ginger, 2 pipes gin, 48 cks glass-ware, 50 bxs do, 30 tns pig iron, 11 cs lard, 200 kgs white lead, 10 bxs maccaroni, 10 bxs mustard, 13 bxs and 11 bbls medicines, 1 bx nutmegs, 62 kgs composition nails, 50 kgs nails, 12 bls oakum, 1 cs prunes, 10 cs pimento, 10 cs pipes, 64 bbls split peas, 1525 feet plank, 300 feet pickets, 25 bbls pork, 8 cs powder, 8 bbls pitch, 1 case rice, 2 hhds rum, 30 bbls rice, 4 bbls rosin, 2 bxs soap, 6 bxs salaratus, 3 bxs snuff, 1 cs spool cotton, 1 cs shawls, 2 pkgs table covers, 2 bxs thread, 12 bbls tar, 1 pkg umbrellas, 5 bxs vermacilli, 6 bbls vinegar, 1 bbl whiskey, 25 kegs whiskey, 10 1 cks wine, 1 bl wadding, 151 pkgs wooden ware, 12 cs yellow metal, 15 bbls soda, 701 pdgs glass, 36 bxs scales, 4 bxs Drugs.

TAHITI-Brig Excape-100 cs brandy. 28 hhds claret, 10 bbls martell's brandy, 2 bbls jamaica rum, 25 cs salad oil, 5 cs, ab synthe, 2 cs sardines, 2 cs julien, 2 cs prints, 10 baskets syrup 16 bgs beans, 1 cs panama hats, 57 bars iron, 20 bbls pork, 66 charcoal, 33 cards fine wool, 3 anchors, 4 chains, 1 parcel specie, 8 cs mdse, 1 sample do.

FROM VAN COUVER'S ISLAND-Per Recovery-280 bbls salmon. 80 half bbls cramberries, 20,000 shingles 2 anchors, 2 cables shackles &c., 19,506 ft lumber.

EXPORTS.

PAMPERO, New York-1647 lbs bone fm ship Jefferson, 893 lbs bone, 30120 gals oil fm ship Huntsvills, 13739 lbs bone from Syren Queen, 7002 gals whale oil, 1360 lbs bone fm bk Black Eagle, 11225 gals whoil fm sh Florida, 6425 lbs bone fm bk Delta, 67021 gals whoil fm sh Chas Caraoll,9704 lbs bone fm sh Chas Phelps, 14225 lbs bone fm sh Electra, 636 gals oil fm bg Agate, 17265 lbs bone fm bk N. S. Perkins, 16337 lbs bone, 45757 gals oil fm sh Phillip 1st, 11695 lbs bone, 37516 gals oil fm sh Sheffield, 45885 gals whale oil, 472 gals slush, 5797 lbs bone fm bk Alice 11309 gals oil fm sh Alex. Coffin, 23269 lbs bone fm sh India. 20598 lbs bone fm sh Phoenix, 18400 lbs bone fm bk Delaware, 10046 goat skins, 96 hides, J. C. Spaulding, 2 cs m ise Hoffschla ger & Stapenhorst, 3210 goat skins Aug. Doench, 1 keg whiskey. SAN FRANCISCO—Bk F. Palmer, 488 bags salt, 1 cs mdse, 4 pkgs specie, 1 bbl fox skins, 1 gold bar, 200 hides, 97 pkgs tal-

For Pan Francisco-Per L. P. Foster-67,000 Oranges, 6bbl talloy, 6 bbls and 4 kegs syrup, 20 bbls molasses, 26 cs mdse, 28 bls pulu, one boiler, and machinery fm steamer Akamai.

MARRIED.

On the 6th inst., by the Rev. S. C. Damon, Capt. HENRY GREEN, of New York, to MILVIA, second daughter of D. Frick, L. L. D., late Chancellor of the French Consulate at Honolulu

On board ship Pocahontas July 5, in the Ochotsk Sea, GEORGE RUGAL, cooper, a German. He was killed by the bursting of the Also, at the United States Hospital, CHARLES OSBORM, an American seaman, late of same ship.

PLACES OF WORSHIP.

SEAMEN'S BETHEL-Rev. S. C. Damon Chaplain-King street, near the Sailors' Home. Preaching on Sundays at 11 A. M. and 71 P. M. Seats free. Sabbath School after

ORT STREET CHURCH-Services at present in the Court House, up stairs-Rev. J. D. Strong, Pastor. Preaching on Sundays at 11 A. M. and 71 P. M. Seats free. Sabbath School meets at 10 A. M. METHODIST CHURCH-Nuuanu avenue, corner of Tutui

street-Rev. Wm. S. Turner, Pastor. Preaching every Sunday at 11 A. M. and 74 P. M. Seats free. Sabbath School meets at 10 A. M. KING'S CHAPEL-King street, above the Palace-Rev. E. W. Clark Pastor. Pulpit supplied at present by Rev. Messrs. Armstrong and Bishop. Services, in Hawaiian

every Sunday at 91 A. M. and 3 P. M. CATHOLIC CHURCH-Fort street, near Beretania-under the charge of Rt. Rev. Bishop Maigret, assisted by Abbe Modeste. Services every Sunday at 10 A. M. and 2 P. M. SMITH'S CHURCH-Beretania street, near Nuuanu street-Rev. Lowell Smith Pastor. Services, in Hawaiian, every Sunday at 10 A. M. and 21 P. M.

PLACES OF AMUSEMENT.

ROYAL HAWAHAN THEATER—Corner of Hotel and Alakea streets-Messrs. Graves & Wilder Managers. Perform ance, every night in each week. ROWE'S PIONEER CIRCUS-Corner of Nuuanu and Hotel streets-(Messrs. Rowe and Smith, Proprietors.) Perform ances every evening.

SPECIAL BUSINESS NOTICE.

Persons desirous of mailing papers, can procure them at our counter neatly done up in wrappers, five copies for 50 cents, or

twelve copies for a dollar. TERMS .- Six Dollars per annum. Single Copies 121 cents each.

AGENTS FOR THE COMMERCIAL ADVERTISER. Lahaina, Maui -Makawao, E. Maui Capt. J. WORTH. Hilo, Hawaii -Kawaihae, Hawaii Capt. JAS. A. LAW. Dr. J. W. SMITH. L. P. FISHER, Esq., Mer. Ex.
 B. LINDSEY, Ed. Ship List. San Francisco, Cal New Bedford and U.S.

THE PACIFIC

Commercial Advertiser.

THURSDAY, DECEMBER 11.

In order to give a full statement of particulars relating to the less of the ship Natchez, of New Bedford, we give up a large portion of our issue of this week to the following documents, relating to the unfortunate affair. Some may have thought that not enough was done toward saving the oil; but the great risk of remaining at the north so late in the season as the date of the wreck, when the intense cold chronometers, &c. froze the sails of the vessel, and Capt. Bellows, as well as some of his men, suffered from the weathermust be taken into consideration.

EDITOR COM. ADVERTISER-Sir :- As the circumstances attending the loss of the whaleship Natchez, in Ochotck Sea, in October last, have excited considerable interest in this community, and as some persons have censured us for the action we have taken since the return of the Harmony to this port, with regard to the articles saved from the Natchez, we desire to lay before the public the following affidavits, which, we think, will justify us, and throw the blame upon those who deserve it.

Yours, Very Respectfully, R. COADY & Co. Honolulu, Dec. 9, 1856.

Honolulu, Dec. 8th, 1856. MESSRS. R. COADY & Co .- Gentlemen :- I take a

few moments of time to state to you the particulars of the disaster of the ship Natchez of New Bedford, of New Bedford, whereof Dexter Bellows was the Capt. Bellows.

In "Potter's Bay" at 12 M. we passed through a passage called by whalemen "The Gut," leading from Shantar Bay to proceed to sea. At this time the weather was fine. On the 8th the weather was clear and moderate with the wind light and baffling until about 6 P. M., four sail being in sight, about which time a breeze sprung up from the S. E. gradually hauling to the East, and during the night continued blewing strong from the same quarter. During the night we close reefed the topsails and hauled up the courses wearing ship several times. We stood S. Smith, Carpenter of the bark Harmony would re- distant about half a mile. Concluding that this was entire cases disappear through the holes. But these to the southward under this sail until ubout 10 spectfully inform you that about the 7th or 8th of the N. E. Cape of Mercury Bay, we ran some diso'clock A. M. when in wearing ship we discovered October last, the bark Harmony commanded by Elias land about one mile off, we were and stood off from it Hempstead was got under weigh from Potter's Bay, this course until we came to Bush Point, which makes when we held a consultation and concluded to ware Ochotsk Sea, bound to this port, that a gale coming a headland of Potter's Bay. The weather continued shameful delay to which the Messenger Bird has had ship and see what land it was. We made the land on we returned to this bay and let go our anchor on again and ran down along shore until we made Bush | the next day about 5 or 6 o'clock in the morning the Point, and then hove aback the head yards when the gale having subsided we were ordered by Capt. Hemp-Captain concluded to go in and anchor. We kept off stead to get under weigh for our return to this place ship on 74 fathoms water and about 3 P. M., took in making more wharves was carried on with a tithe of again and run into "Potters Bay" under close reef- We hove up the starboard anchor and hove short on sail and came to with two heavy anchors and veered the energy and despatch which the public interests ed topsails. The weather at this time was thick, at- the larboard anchor, say within 20 fathoms, and tended with frequent snow squalls and blowing heavy. everything prepared for a start when we discovered

anchors ahead with about 140 fathoms of chain on work, and a short time after the boat came along-side ship continued to drag and thump as we judged for each, which did not fetch her up. She still continu- with Capt. Bellows and Mr. Lockman his fourth mate. ed to drag until she struck bottom in about 41 fath- Capt. Bellows and Capt. Hempstead immediately went oms water, when we concluded to cut away our masts | into the cabin, and after remaining about 20 minutes to keep her from dragging further, which we did, it | Capt. Hempstead came on deck, ordered the anchor having the effect of stopping her from going farther, weighed and worked the ship into smoother water and though she still continued striking occasionally at nearer to the Natchez and let go our anchor. Capt. both ends at low tide. The spars, masts, sails and Bellows and Capt. Hempstead then went on board the rigging with all attached drifted ashore. We tried Natchez and after stopping some time Capt Hempthe pumps and found but little water. The sea was stead returned with two chronometers, two trunks heavy. At 12 o'clock midnight the gale broke and and some other articles belonging to Capt. Bellows. the wind hauled N. N. W. to the westward, moderat- About 4 o'clock the same day Capt. Hempstead sent see what arrangement he could make with the cap- and an excellent opportunity for our getting under tain of the vessel to take our oil to the Sandwich Is- weigh, with ample time for the officers and crew of lands. At 11 o'clock Capt. Bellows and Capt. Hemp- the Natchez to get on board. stead came on board together. Fine weather, wind On the next day Capt. Hempstead went on board &c. Tried the pumps and found no water.

11th day. Strong winds from the N. W. with snow squalls, the vessel struck several times, we cut away pitching so heavily.

and hove both our anchors up, they being clear. Wethen commenced and warped the hulk into the middle of the bay and then towed the ship up to the place

13th. The Capt. of the bark then went on board of his vessel he having been on board since the 10th. Got the sick men, some provisions and the men's clothing on board of the bark. At about 10 A. M. got our anchor and proceeded up the bay, captain Hempstead and some of his men on board at this time. Lowered our boats and towed our vessel up towards the head of the bay as far as we wanted to go and came to anchor. Weather clear with strong winds from the N. At high water ran the ship ashore on a mud flat and got out lines ashore and hove the ship as far as we could up on the beach; we then broke out provisions and stowed them in the blubber-room anchors and chains and at high water hove the ship hauled the hawser and the two small lines taught. The ship was high and dry at low water for some dis-

At about 7 A. M., on the 16th, Capt. Bellows told me (D. Y. Dyer,) to get the men into the boats with what things they had; I did so; he then sent the told me to take my boat and go on board also. asked him what he was going to do with the vesselhim that I protested against it, for I was willing to stop by the wreck. He then ordered me to get into the boat and I did so. The third and fourth mates, arpenter and one boatsteerer at the time had pulled towards the shore, The Captain then abandoned the ship to the devil. We then pulled away from the wreck. The third and fourth mates, carpenter and the ship were hired to stop there by Capt. Hempstead—so Capt. Bellows told me. Capt. Hempstead ing and working together all the time that the men were employed about the ship, hauling, pulling, &c. The ship at the time of the abandonment was in good condition, the bottom sound, except about fifteen feet | Ochotsk Sea of shoeing forward and ten aft. Did not leak any. The spars and masts lying ashore about half a mile from the place where we cut them away. And it is my candid opinion that if I could have had Mr. Barker and a boat's crew, that I could in a fortnight's time have rigged sufficient jury-masts to have brought her to this port for the good of all concerned-which I and Mr. Barker had offered to do previous to leav-

ing the first anchorage. I now close with giving you a memorandum of the things sent on board the bark Harmony, as near as my memory serves me (proven true) :- Forty barrels of beef and pork, five casks of bread, one cask and a half of flour, three kegs of butter, 13 boxes of tobacco and preserved meats, &c., two iron pumps, two

This is the true doings and situation of the ship Natchez; in witness, we, the undersigned, have put our names.

(Signed.) First Officer, D. Y. DYER, Jr. Second Officer, W. S. BARKER.

are true, and will swear to the same. (Signed.) Wm. Pain, Seaman.

James H. Edick, Boatsteerer. James P. Crosby, do. W. P. Smith, Cooper. James Green, do. John Thornton, do. J. H. Toff, do. Wilson L. Stile, do. W. H. Keyser, do. Wm. Farwood, Cook. John H. Jordan, Seaman. George W. Ladd, do. William McCarter, Steward.

Personally appeared before me at the U. S. Consulate the sixteen persons who have signed the above foregoing statement, and declared that they signed the same of their own free will and accord; and have made oath to the truth of the said statement before me, and I hereby certify that the aforesaid persons are of the crew of the American ship Natchez,

and Consular Seal at Honolulu, H. I., this 8th day of December, A. D., 1856.

GEO. A. LATHROP, (Signed,) U. S. Vice-Consul. [L. s.]

Honolulu, December 6th, 1856.

MESSERS. R. COADY & Co., Agents and owners of Am. Bark Harmony. Gentlemen:-We the undersigned George F. Hazard, Boatsteerer; and George At 3 P. M. on the 9th we came to anchor in about 64 the ship Natchez of New Bedford ashore with masts when in 44 fathoms, she struck very heavily. The fort in less than four months. We don't know when in 44 fathoms, she struck very heavily. The

moderate from the S. W. On the 10th Capt. Hemp- the Natchez with the waist boat and boat's crew stead went on board his ship again and took her up which remained on board the Natchez. On the next the bay about 7 miles and anchored. Fresh winds day (I) Hazard went on board of the Natchez in the from the westward with some snow. The Captain of bow boat of the Harmony manned by her crew, upon the bark Harmony came on board with a boat's crew. our arrival on board the Natchez Capt. Hempstead Previous to this our fourth mate went on board of the had full charge of the wreck, giving orders to the Harmony and got a kedge anchor to warp the ship crew of the wreck as well as to ourselves. We were cs soap, 15 cs dry goods, 1 pkg dry goods, 1 trunk do, 1 case up the bay. Employed in breaking out provisions ordered by Capt. Hempstead to get in our boats and guns, 11 cs wines and spirits, 3 octaves sherry wine, 300 baskets commence towing the wreck to the Harmony we both got in the boat and commenced towing her in company with the waist boat of the Harmony. We anthe jib and flying jib booms to keep the ship from chored the wreck about one o'clock in consequence of the tide being unfavorable. Immediately after get-12th. Fine weather. Ran the kedge anchor out ting dinner we were ordered by Capt. Hempstead to get ready to take provisions &c. on board the Harmony for the use of the officers and crew of the Natchez as he wished to get them off first in order to make where the bark Harmony lay at anchor and dropped | sure of them, which was accordingly done. We having taken beef, pork, flour, butter, bread and rum with other articles on board the Harmony. On the next day the clothing of the wrecked men with two new ship's iron pumps, thirteen boxes of tobacco and several other articles were brought on board of the Harmony, our ship's company being engaged in receiving and stowing away the articles received from

About 12 o'clock Capt. Hempstead sent the waist boat on board the Harmony we (Hazard and Smith) remaining on board the wreck. Capt. Hempstead then got the Natchez under weigh it being high water and commenced towing her up the bay until she rounded, lines were then run ashore and made fast to the kedge belonging to the Harmony, and upon the and started fresh and salt water to lighten the ship | tide rising again she was hove as far as possible up Weather fine. We then at low water carried out our on the beach, and after being placed in a secure position and firmly made fast to the kedge belonging to the Harmony which was sunk in the ground, all up as far as we could, all hands on board of the ship hands from the Natchez came on board the Harmony assisting. At 11 P. M. took the anchor and chain to take passage for this place with the exception of and carried it ahead again, at low tide shackled four men formerly belonging to the Natchez, who the chain together and hove the spare chain in and were left by Capt. Hempstead in charge of the wreck and cargo until a vessel should next spring be sent to take them away with what could be saved from the Captain Hempstead remained on board the Natchez

about seven days, and did not leave her until she was placed where she now lies. The wreck and both her had but little room after stowing our crew and procrew and that of the Harmony being under the direct charge of Capt. Hempstead-he having taken second officer, Mr. Barker, off with what was in his command of the wreck when he went on board. And boat to the bark Harmony-which he did. He then it was a matter of great surprise that no public sale was made of the wreck or cargo, and that no attempt Islands. Our whalebone was all in the gum, and not was made to take the oil and bone from the Natchez to the Harmony, there being plenty of room on board He told me he had sold the vessel to Capt. Hemp- for the greatest part of the oil and bone, with ample stead, and that he was going to abandon her. I told time to discharge the wreck and properly stow her cargo on board the bark, the weather being good for out for the property, and to get provisions on shore. such work, the water smooth, and the two vessels close together.

It is the general impression of those on board that a private sale has been made by Capt. Pellows of the Bay, on the 15th October, on the 16th, stood out of Natchez to Capt. Hempstead of the Harmony. Un- the Bay, and got clear of the land on the 17th, arder these circumstances, and as we believe from what riving at Honolulu on the 4th Dec. after a long and we have seen on board the wreck, as well as the fact stormy passage. that during this time no whaling was done, and that boatsteerer pulled aboard again. We (the rest,) went the labor we have performed in saving and securing for myself and on behalf of my ship's company, for on board the bark Harmony. The four men left by the wreck of the ship Natchez and her cargo was by the express orders of Capt. Hempstead, and that he (Capt. Hempstead) had full charge and control of the ances, and for affording a passage to this port. whole wreck, and we having shipped on board the has been on board of the ship Natchez all the time, bark Harmony for our proportioned lay of the proexcept about two days-he and Capt. Bellows order- | ceeds of the voyage-we do therefore demand from you our proportioned share of the proceeds received from the wrecked ship Natchez and her cargo, as well as what may be received from said Natchez and her cargo of oil that is now lying in Potter's Bay,

Your Obedient Servants, G. F. Hazard, Boatsteerer. (Signed,) G. S. SMITH, Carpenter. AARON P. LAMB.

Personally appeared before me at the U. S. Consul ate, Geo. F. Hazard, G. S. Smith and A. P. Lamb and acknowledged their signatures to the foregoing docu- two "gemmen ob color," with clarionet and fiddle, ment, and before me made oath to the statement holding forth to the evident delight of a crowd of therein contained, and I hereby certify that the aforesaid persons are of the crew of the American bark Harmony, of New London, whereof Elias Hempstead

In testimony whereof, I have hereunto set my hand Dec., A. D., 1856. (Signed,) GEO. A. LATHROP,

U. S. Vice-Consul. [L. s.] I concur in the above statement of facts. G. W. WILFONG, Second Officer Bk. Harmony.

Statement of Captain Bellows. HONOLULU, Dec. 8, 1856.

VERTISER.—I hasten to lay before the public, through to the chagrin of those who held sundry evidences of We, the undersigned, aver that these statements your journal, the details of the late disastrous ship- indebtedness from them, which will now serve as inwreck of the Natchez, of New Bedford, under my

Bay on the 6th October, being bound out of the

Ochotsk Sea on her passage to these Islands. At the time of getting under weigh, we were in company with ships Trident and Robin Hood. The day was very fine, with the wind from N. W., and the barometer gave every indication of good weather. The ship stood out of the South Passage, and about noon, when fairly cutside, the wind died completely away. At 5, P. M., the wind sprung up from the eastward. and freshened until we were obliged to reduce sail to double reefed topsails. At this time there were four other ships near us, and we were obliged frequently In testimony whereof, I have hereunto set my hand to go about to prevent coming into collision with them. At 9, P. M., a heavy snow storm set in, and the weather became very thick. By the morning of the 7th, the wind had increased to a strong gale, with a tremendous sea, and at 5, P. M., we were obliged to come under close-reefed topsails-ship standing on the southward and eastward tack. At about 6, A. M., the snow was still falling so that we could see but or four days before they could obtain a place to land a short distance from the ship, and judging ourselves their cargo. And even theu they find the wharter near the land, wore ship, and while doing so, when the ship had fallen off from the wind about six points, we discovered land on the larboard beam, tance along the land, keeping it in sight, and found very thick, and we could see no land on either side. to submit, when the provisions in her hold are wanted When we judged ourselves from seven to ten miles up to furnish whale ships otherwise ready for sea, but the Roy and under such singularities had abtained to furnish whale ships otherwise ready for sea, the Bay, and under such circumstances had obtained a comparatively good lee, by the lead we found the out one hundred and forty fathoms of chain on each. demand, there would be new wharves below Robin-The ship immediately commenced dragging her anchors and we rapidly shoaled our water, until, fathoms water, our sails were furled and we had both cut away and a boat coming for us, we stopped our wind was now blowing a perfect hurricane and the whether it is obstinacy or incompetency that controls

a distance of three miles until we were in 31 fathoms of water when we discovered the land about a mile distant, with the surf breaking very heavily upon the shore. At this time, which was about 4 P. M., I reld a consulation with my officers and we unanimously concluded that in order to save the ship and the live of those on board, the maste must be cut away, which was immediately done. After clearing away the wreck found the ship much eased and she rode to her anchors, however still striking occasionally: tried the pumps and found her making some water.

Having now done everything in our power for the safety of the vessel we commenced packing provisions and other necessaries and making preparations for our support in case the ship should break up and compel us to go on shore. The wind continued to blow very heavily during the night and if anything rather increased in violence. By the morning of the 8th October the wind had somewhat abated; the weather cleared up, and we discovered a bark lying at anchor about seven miles distant. At 8 A. M. the wind and sea having gone down, lowered a boat and went to this vessel which we found to be the bark Harmony, Capt. Hempstead, to whom we stated our situation and solicited his assistance. Capt. Hemp. stead stated that he would willingly give us a passage to Honolulu, though to do so he would have to put the crew of the Natchez in the hold, on the water casks which gave but little room on account of their coming very nearly up to the deck. He also stated that, as the season was far advanced, and the weather was very bad, what was to be done must be done quickly, and that we must put our own provisions on board the Harmony as she had no more than enough for her own crew. In order to facilitate operations the Harmony then

worked further up the Bay to a place of greater security. During the whole of the 9th the wind blew a gale from the northward with a heavy sea which caused the ship to thump and she dragged to within a quarter of a mile of the breakers, and as we expected her every moment to break up employed ourselves in getting out provisions to last us in case we should have to winter on shore. On the 10th October had strong winds from the N. E. with thick weather and rain. On the 11th the wind being light and variable, took our anchors, and with the assistance of a small kedge belonging to the Harmony, worked the ship to mid stream in order to work up with the tide. During this day Capt. Hempstead was on board the Natchez, and during a part of the time one boat and crew from the Harmony rendered us assistance in towing to within a short distance from the Harmony where we came to anchor. On the 12th had strong winds from the northward : put on board of the Harmony a quantity of provisions for our sustenance to the islands. On the 13th experienced strong winds from the northward and eastward : got up anchor and towed the ship up the Bay, Capt. Hempstead being on board all day. October 14, had calms and variable airs: hove up the anchor (and towed the ship on shore at a small bight about 30 miles up Potters Bay, where, after lightening her by starting water we succeeded in getting her so far up that we could walk around her at low tide. There with our own tackle and hawsers, and the kedge from the Harmony we made the Natchez fast. Our object in thus hauling up the ship was to secure a shelter for ourselves in case of accident to the Harmony in consequence of remaining on the sea so late in the season, and to secure the property as far as possible. It was impossible for us to transfer anything but absolute necessaries from the Natchez to the Harmony as it was freezing weather, and the Harmony visions below. The wisdom of this course was proved on the passage down as it is questionable whether, if heavily loaded, the Harmony would have survived the bad weather we experienced on our way to the in a condition to ship, and we used our exertions wholly and only to arrange matters so that we could get out of the sea before the season closed. Four of the crew of the Natchez remained by the ship to look It is extremely questionable in my mind whether the ship will be found whole, and in her place next year. We embarked on board of the Harmony at Potters I beg to publicly return thanks to Capt. Hempstead,

his kindness to us in our troubles, and for the readiness which he exhibited to render us every assist-DEXTER BELLOWS,

Late Master Ship Natchez, of New Bedford. NOTES OF THE WEEK.

Jack is noted for his eccentricities; but we saw a turn-out last week that went a little ahead of anything seen yet in our streets. One of Webster's best carriages, drawn by a spirited span of sorrels, was under charge of a son of Neptune, whose purse had evidently been recently well filled with the proceeds of a summer cruise. Behind him were seated "tamarees," who followed hard on the wheels, as the

1857.—Mr. Fornander, with his usual industry and consulate seal at Honolulu, H. I., this 8th day of and foresight, has got the start of his neighbor printers, and reminded them and the business community in general that '56 is nearly passed and '57 is coming on. His new almanac, with a variety of valuable local information, is published, and is doubtless before this in every counting room.

establishment drove through the town.

STAMPEDE. - A few of our town-people appear to have become tired of "life in Owhyhee," and took To the Editor of the Pacific Commercial An- sudden leave of their acquaintances last week, much teresting mementoes. Among the number was our late host of the National Dining Saloon, who had no The ship Natchez, having taken 1250 barrels whale idea of turning out soup any longer to his confiding oil this season, weighed her anchor from Shantar customers.

Our friend "Hoe," who, by the bye, has several times stirred up the "dry bones" to be found in and all around Honolulu, has sent us some very nice okra, which after a great deal of perseverance, he has succeeded in bringing to perfection This fact is the more worthy of record, as it is the first time this delicious esculent has been raised we think, on these islands. Okra is the plant from which the celebrated "gumbo" is made—the identical food which the original Virginia Minstrels are supposed to have brought their vocal powers to such perfection.

THE WHARVES .- When are we going to have more wharf room to meet the wants of the commerce our port? For years the business interests of this place have been limited to two or three wharves, and vessels have had repeatedly to wait from one to three so poor and rotten that horses instinctively dread them, and a constant look out has to be kept les annoyances could be put up with were there only room for vessels to make some sort of communication with the land on piles or otherwise. Witness the which must now submit to detention. If the work of son & Ca.'s and a good road to them through the